

## Chapter 5

### Transportation

#### Introduction

The transportation system forms the backbone of a community. I-74 connects Decatur County with the large metropolitan areas of Cincinnati and Indianapolis. US Highway 421 provides intrastate connections between communities, and is complemented by State Road 3 (north-south connection) and State Road 46 (east-west connection). The local roads and streets serving the county connect with these major routes and form an effective regional transportation system.

In the rural areas of Decatur County, roadways provide the main transportation artery for both long-distance and local travel. An adequate system of roads to connect farms with markets is vital to this area. As growth continues to occur in the community, it is becoming increasingly necessary to design roadways that not only serve typical drivers, but also bicycles, pedestrians, farm equipment, and other modes of travel. Railroads have also been important historically for the movement of goods in the community, and this is likely to continue in the future, as Honda uses the railroad to transport materials and finished products.

#### Goals and Objectives

##### *Goal*

Create a range of quality transportation opportunities throughout the community.

##### *Objectives*

- Plan and develop a local trail system for alternative transportation and recreational purposes
- Support the continued development of a demand-responsive transportation system such as the “catch a ride” program
- Support safe and efficient roadways through corridor planning and access management

##### *Goal*

Encourage roadway improvements that appropriately accommodate the movement of farm equipment.

##### *Objectives*

- Provide adequate north-south and east-west access for farm equipment

- Encourage design of new arterial roadways and redesign of existing arterials to safely accommodate farm equipment and reduce conflicts with other vehicles

### *Goal*

Foster roadway design that supports a variety of users.

### *Objectives*

- Encourage use of traffic calming devices in residential areas to promote safe neighborhood streets
- Provide for connectivity between neighborhoods and between neighborhoods and key community destinations to manage traffic on collector and arterial roadways
- Ensure adequate access for emergency vehicles to new development by requiring multiple points of ingress/egress where feasible
- Encourage design of new arterial roadways and redesign of existing arterials to safely accommodate farm equipment and reduce conflicts with other vehicles
- Improve and correct past transportation design problems as the opportunity arises

## **Functional Classification**

Functional Classification refers to the grouping of roadways into systems, or classes, reflecting their role within a larger network of roadways. The process of defining functional classification requires an understanding of the primary purpose served by roadways with respect to mobility (through travel, long-distance travel) and access (service to properties, driveways, parking lots). Following are definitions of functional classifications that are typically used in rural settings:

### *Principal (or Major) Arterial*

Roadways in this category are those that serve long-distance and/or interstate trips, connect urban areas with populations of at least 50,000, and provide an integrated nationwide highway network.

### *Minor Arterial*

Roadways in this category are those that link cities and large towns to provide an inter-county and interstate roadway network, and are spaced at intervals such that all areas of the state are within reasonable distance of an arterial highway. Minor arterials are intended to serve medium-to-long distance travel and usually have relatively high travel speeds.

## *Collector*

Roadways in this category serve primarily intra-county travel, and serve as a link between local roadways and arterials. Collectors are intended to connect towns and other important sites, such as schools, parks, shipping points, and important mining or agricultural areas. Collectors are generally spaced at intervals such that all developed areas have reasonable access to the system.

## *Local Road*

Roadways in this category have the primary purpose of providing access to adjacent development. Travel distances on these roads are generally short, and travel speeds are generally low. All roads that are not classified as collectors or arterials are classified as local roads.

The Federal Highway Administration provides a recommended method for classifying a proposed roadway network (FHWA Functional Classification Guidelines, 1989). The method involves a state-level identification of arterial facilities, followed by a local-level identification of collector and local facilities. Over time, as urban areas grow or as roadway improvements cause shifts in traffic patterns, the functional classification of roadways can change. The future transportation map presented in this plan takes this into account—several planned improvements in the Greensburg area have been incorporated into this map, and extended to logical termini based on expected development patterns. This is especially evident in the areas around the Honda facility northwest of Greensburg. Refer to the Greensburg Comprehensive Plan for a more detailed map of recommended transportation facilities in the urban area.

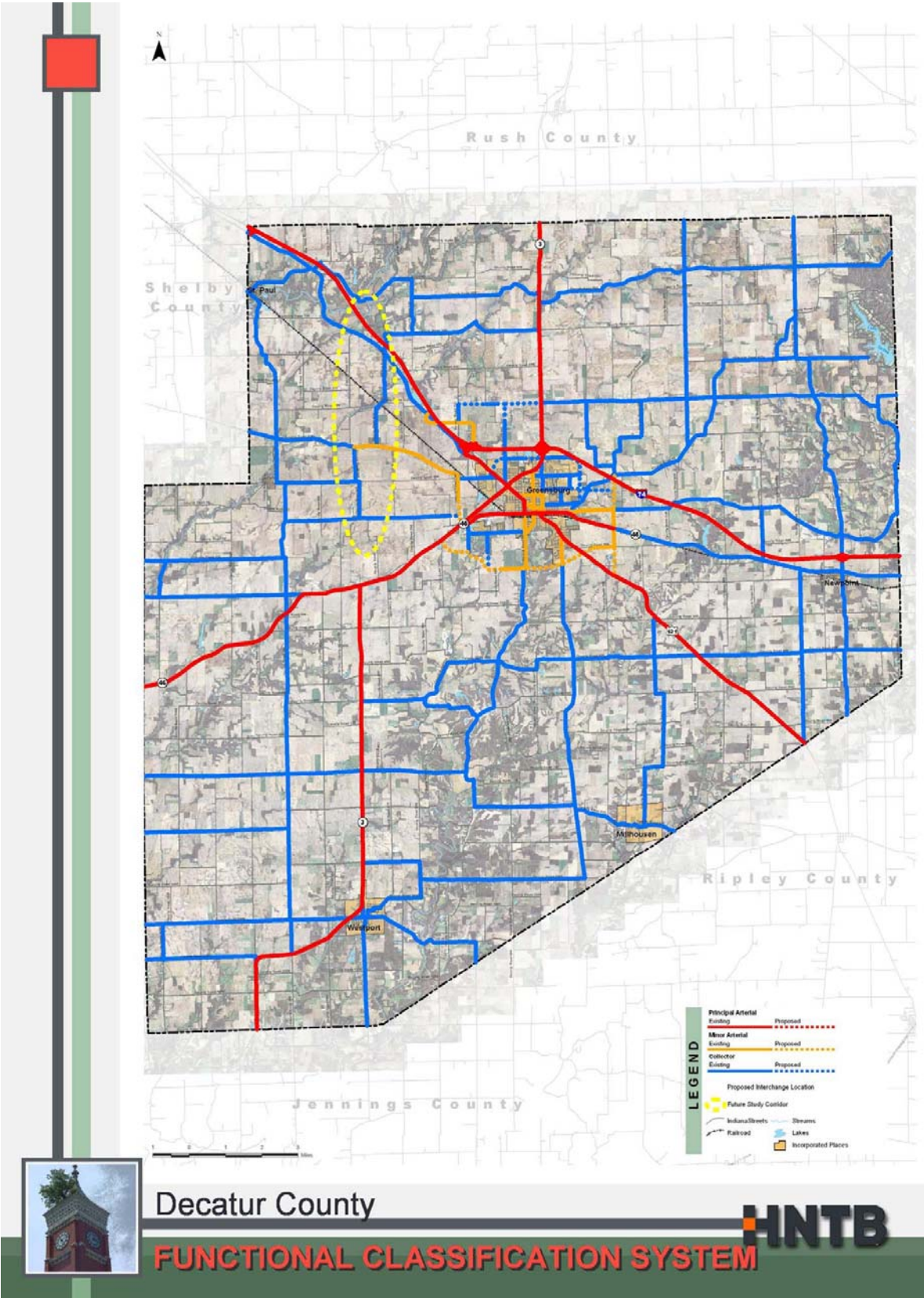
The Federal Highway Administration provides guidelines on the typical balance of mileage and travel volumes within each functional class, which are shown in Figure 5.1. A careful review of this table shows that the roadways with a higher functional classification carry greater volumes of traffic despite having less mileage. This highlights the importance of planning for adequate capacity on the arterial network. The functional classification map is shown in Figure 5.2.

**Figure 5.1: Recommended Balance of Roadway Network in Rural Areas**

System	% Vehicle Miles Traveled	% Roadway Mileage
Principal Arterial	30-55 %	2-4 %
Principal + Minor Arterial	45-75 %	6-12 %
Collector	20-35 %	20-25 %
Local Roads	5-20 %	65-75 %

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Figure 5.2: Thoroughfare Plan/Functional Classification Map



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